

2200236

tarmac rally - race

Ford Kent (1.0 - 1.6L)

I-4cyl 1.3L 8v OHV



	intake	exhaust
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camshaft data:

lash ramp	: 0.38mm	0.38mm
duration @ 0.1mm	: 301°	301°
duration @ 1.0mm	: 258°	258°
valve lift	: 10.60mm	10.60mm
cam lift	: 7.00mm	7.00mm
lobe angle	: 106°	106°
timing @ 1.0mm	: 23° / 55°	55° / 23°
valve lift @ TDC	: 3.75mm	3.80mm

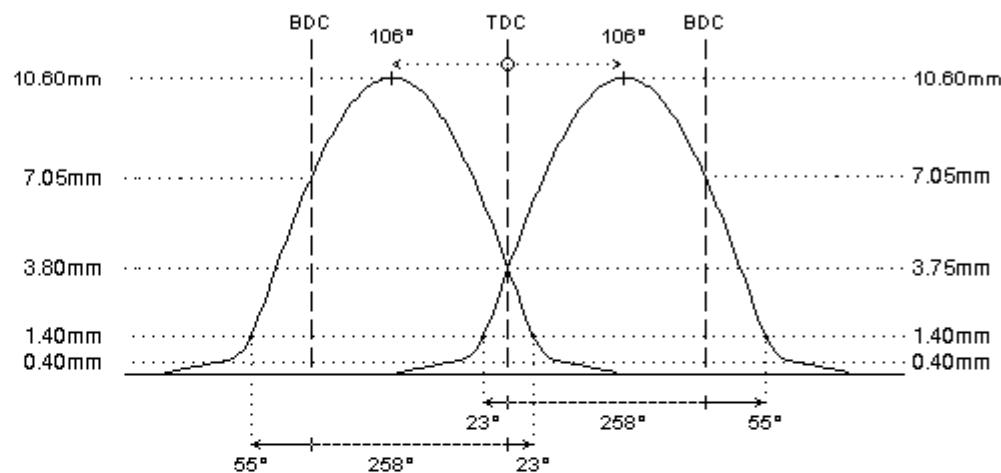
parts setup:

cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: O.E.M.	: O.E.M.
lower retainer	: O.E.M.	: O.E.M.
exterior spring	: ✗ not available	: ✗ not available
interior spring	:	:

fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm

REMARKS :

- # original valve spring info is not available
- # valve spring kit can be developed on request

**REMARKS :**

- # FOR COMPETITION APPLICATIONS ONLY. Following details must be verified:
 - the camshafts must turn smooth in the cylinderhead, provide free travel by machining where needed
 - distance between valve seal and retainer at full lift must be 0.6mm at least
 - minimum valve spring travel of 1.0mm at full lift must be provided
 - distance between valve and piston 1.0mm (pref. 1.5mm). check 5-15° before TDC on exhaust, and after TDC on intake
- # ONLY for dirt track applications and pro street use with adjustable engine management or carburetors
- # check std valve spring setup for coil bind length and use valve spring kit if required